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HONGKONG, MONDAY, MAY 23, 1921

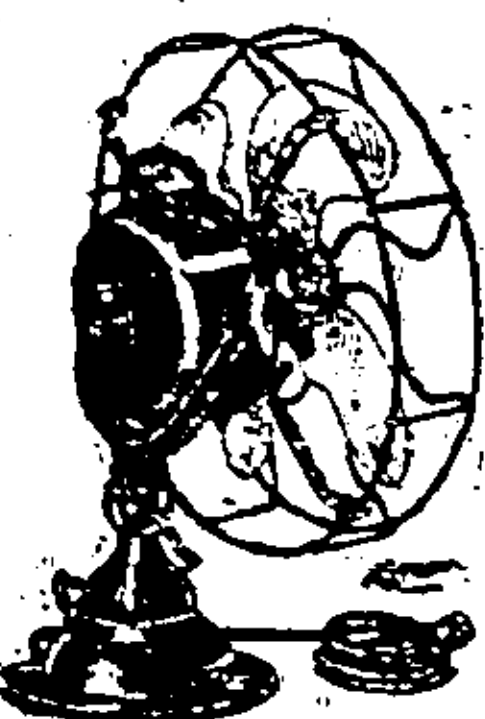
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TODAY'S CABLES.

(Reuter's Service to the China Mail.)

NEW WAR.

POLISH REINFORCEMENTS INVADE UPPER SILESIA.

GERMANS' ATTACK.

BERLIN, May 23.
A message from Oppeln states that Polish reinforcements invaded Upper Silesia. Severe fighting occurred near Rosenberg. The insurgents were forced to evacuate several villages. The situation at present is obscure. The Daily Mail's correspondent with the German forces in a message indicative of the changing times reports that Germans attacked near the Oder and are elated at their success in the first operation of the war. During the insurrection there has also been fighting at Kreuzburg, Raiborn, and Krappitz with numerous casualties. In a message from Berlin it is reported that the Government has again protested against the raising of volunteers for Silesia but it is incapable of restraining them.

GOVERNMENT COURTING BRITISH APPROVAL.

LONDON, May 22.
France last night presented a new note to Britain pointing out the danger of the situation in upper Silesia becoming more serious owing to the persistence of the German corps which is constantly being reinforced and the state of mind of the workmen who may turn Bolshevik, and the difficulties intervening between the executive of the Polish movement and the Germans. France therefore proposes that British and France jointly urge the German Government to execute the measures it announced and in this connection invite Lord D'Abernon to support the steps taken by the French Ambassador in Berlin.

EMPIRE POLICY.

GENERAL SMUTS STATES SOUTH AFRICA'S ATTITUDE.

THE ANGLO-JAPANESE ALLIANCE.

CAPETOWN, May 22.
In the Assembly, General Smuts, in the course of an important statement with regard to the impending meeting of the prime ministers of the Empire in London, declared that the policy of the British Empire should be directed to attaining real world peace. He advocated a return to the traditional British policy as far as possible of keeping out of continental entanglements and urged that the British Empire make a last effort to get Europe out of the rut in which she is drifting to total disaster. If the British Empire laid down her own peaceful policy not dictated by partisan or outside considerations but entirely by considerations of securing the peace and prosperity of the world, and if America backed the Empire in this, he was sure it would be possible even at this late hour to secure world peace.

NAVAL DEFENCE OF THE EMPIRE.

General Smuts continued that the Empire's foreign policy should be to try to remove feelings which were keeping asunder the countries of Europe and establish normal conditions on the Continent. With regard to the question of renewal of the Anglo-Japanese Alliance a paramount consideration was to secure as far as possible British and American understanding and co-operation. The treaty should not be renewed unless we could satisfy America by a form of treaty that no harm to her interests could follow its renewal. South Africa had only a small interest in the question of naval defence of the Empire as vital spots for defence were in other waters than those of South Africa. The correct policy for South Africa was more and more to become responsible for her coast defence.

HOME NEWSPAPER'S COMMENT.

LONDON, May 23.
As regards the speeches of Mr. Hughes and General Smuts, the Daily Telegraph points out that both statesmen emphasise that the forthcoming meeting of Empire premiers is very important in view of the discussions of new constitutional relations. The journal urges that the question of greatest immediate moment as regards the Empire's naval defences is the Anglo-Japanese alliance. It says that hitherto Japan has proved itself a solid guarantee of our imperial interests in the Pacific and has materially lightened the burden of our defence policy there. It says that the absolute right of the Dominions to a voice in deciding the question is not denied and is undeniable. Our confident hope is that a solution in the sense outlined by Mr. Hughes will be achieved.

FIRST TEST MATCH.

EIGHT MEN WHO WILL PLAY.

LONDON, May 22.
The following eight players have been definitely selected for the first test match:—Douglas (captain), Knight, Rhodes, Hendren, Woolley, Holmes, H. Howell, and Richmond (wicket-keeper). Another player will be chosen on May 24, either Jupp or E. Tyldesley who were invited to attend at Nottingham to complete the side.

LEAGUE OF NATIONS.

COUNCIL MEETING POSTPONED A WEEK.

GENEVA, May 22.
The meeting of the Council of the League of Nations has been postponed from June 9 until June 17 to enable representatives of states some of whom had important engagements on June 9 to attend the session.

FRENCH LAWN TENNIS.

MEN'S SINGLES CHAMPIONSHIP.

PARIS, May 22.
In the challenge round of the men's singles lawn tennis championship of France Samazeuilh beat Gobert, the holder, by 6-3 6-2 6-7 5-7.

THE DOLLAR.

To-day's closing rate 2/5 3/8
To-day's opening rate 2/5 3/8

CONFIDENCE TRICKS.

GREED MAKES VICTIMS.

WOMEN WHO TAKE A CHANCE.

The old, old story was told the police by a Chinese woman who was the victim of a confidence-trick in Yau-mat on Saturday. About 2 p.m., according to her tale of woe, she was walking near the Sincere store in Shanghai Street, when she was accosted by two men who declared that they had found a bundle of notes on a steam launch, but did not know where to get them changed, as they were strangers to Yau-mat, having come down from Canton only a few days ago. The woman agreed to change the money for the strangers, handing them as security eight pieces of jewellery valued at \$113. She had not gone far before she discovered that the parcel contained the usual waste paper. Naturally when she returned to the agreed rendezvous the men were gone.

In view of the many frauds of this description practised locally, a China Mail reporter asked an old member of the Police Force for his opinion, and was informed that in most cases it was not simplicity but greed which make confidence tricks possible. Women always took a chance, and in the rare event of the notes being genuine, disappeared. However, never had the police heard of such a case.

NO JURISDICTION.

JAIL SENTENCE ANNULLED.

OPUM CASE TO BE TRIED AT WUCHOW.

Mr. C. F. Mason, solicitor, this morning applied to Magistrate Orme for a rehearing of the case in which a Chinese, formerly of H.M.S. "Moorhen" was last week sentenced to twelve months imprisonment with hard labour for the unlawful possession of opium on board the vessel at Wuchow. Mr. Mason said that he was making the application on the ground that as the opium was found at Wuchow the defendant did not come within the jurisdiction on the local Court.

The Magistrate, who agreed, said that he had re-considered the case since sentence was passed and had decided to return the defendant to his ship with the advice that he be taken to Wuchow to be dealt with there by Chinese authorities. He thought that the opium should be taken to Wuchow with the defendant.

Sub-Inspector Tim Murphy: On condition that it comes back to Hongkong after the case?

The Magistrate: No, it does not come within our jurisdiction, and must therefore go to the Chinese authorities.

The defendant was ordered to return to his ship.

CHINA'S RAILWAYS.

CANTON-HANKOW LINE.

FINANCE ARRANGEMENTS.

A definite arrangement has been reached with regard to financing the construction of the Hunan Section of the Canton-Hankow Railway. The Committee on Railway Finance proposes to apportion the cost of constructing the line from Chuchow to Hengchow, which is estimated at \$14,110,000, among the following lines:

Peking-Hankow Line	\$130,000 Monthly
Tientsin-Pukow Line	120,000 "
Peking-Mukden Line	150,000 "
Peking-Suiyuan Line	30,000 "
Total	440,000

These sums are to be handed over by the respective railways direct to the Canton-Hankow Railway Administration, beginning this month. In three years the payments will amount to \$14,400,000. After 1924, the same line will supply funds for laying road-bed from Hengchow to Hanchow, and building the necessary bridges and tunnels. The monthly total will then be decreased to \$200,000 for the fourth and fifth year, and \$190,000 for the sixth year. These sums will be accounted for in the accounts of the Ministry as surpluses of the four existing lines.

At present the Hunan Section of the Canton-Hankow Railway reaches from Wuchow to Chuchow and measures 262 miles. The Chuchow-Hengchow section will be 81 miles in length, and the Hengchow-Hanchow section about 121 miles. In Kwangtung, about 233 1/2 of road (equivalent to 70 miles) has not yet been finished.

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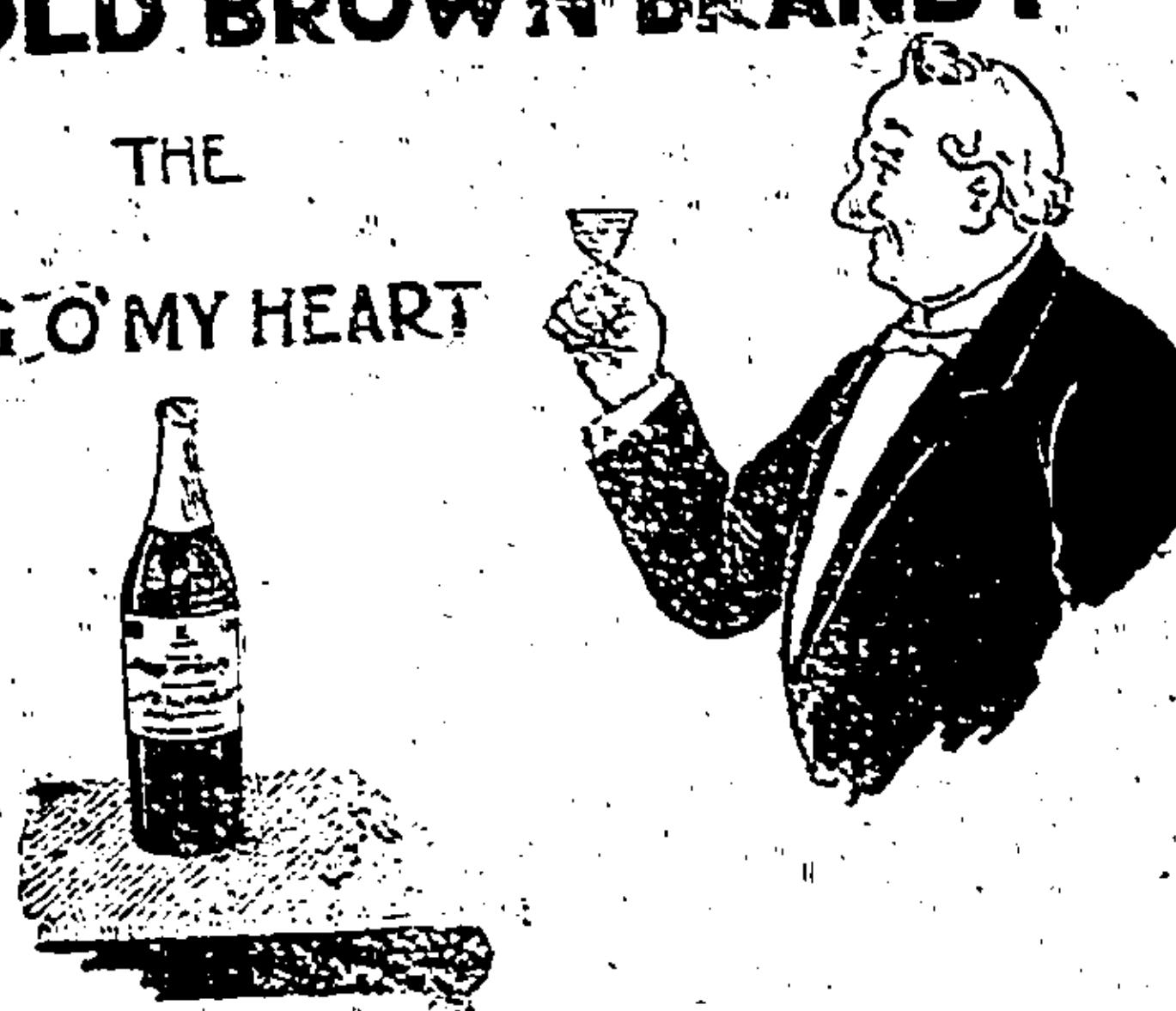
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BIRTHS.

STUBBS—On May 21, at Government House, Hongkong, Lady Stubbs, a daughter.

SOUZA—On May 23 at the French Convent Hospital to Dr and Mrs. Bernardo de Souza, a daughter.

LITTLE—On May 12, 1921, at Hampstead, London, the wife of E. Martin Little, a daughter.

JAROSKE—On May 16, 1921, at Shanghai, to Mr. and Mrs. Harold P. Jaroske, a son. (Maurice Leslie).

DEATHS.

SLEE—On May 16, 1921, at Shanghai, Edwin Alexander Snee, aged 43 years.

REMEDIOS—On May 17, 1921, at Shanghai, Margarida Maria, aged seven years, beloved daughter of Mrs. Consuelo Maria dos Remedios.

SOPOLIS—On May 17, 1921, at Shanghai, Demetrios George Sofoulis of Samos, Greece, aged 70 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, MONDAY, MAY 23, 1921.

H.E.'S ERRAND.

No official notice whatever has been taken of our advice, our gravely urged advice, published on Friday, that the Government should issue such a statement concerning His Excellency's errand to Peking as would put an end to the alarmist rumours current among the Cantonese, and to the bad feelings thereby

caused. This we regret. We had reasons for offering it that we did not then disclose. A sense of our responsibilities, our patriotic responsibilities especially, was strong within us. It is not a grateful task for Englishmen to discuss before foreigners, in any way tending to discredit them, the actions of British officials. It is preferable to have those officials justify their actions, or explain them, in their own way. Persistent and sensational rumours had been reaching us from Chinese friends, of which the *Canton Times* rumours that we used as a text were but a pale reflection. We were, with these private informations in mind, much relieved when the Acting Colonial Secretary assured us that the rumours we did quote were "utter rot to which no sensible person would pay attention." Retaining our faith in the integrity and honesty of British principles, we were glad to ignore his statement that he didn't know what the Governor's errand was, and we pinned our faith to his obvious disbelief, shared by ourselves, that the Governor's errand could have anything to do with getting South China concessions from the North China Government—which, presumably, would not be averse from giving away what it does not possess.

At such a time, and in such circumstances, it would be as wrong to ask Peking for concessions within Canton's jurisdiction as it was to buy the Kwangtung coal rights from the Kwangtung usurpers. And in any case we could not bear the thought that our Governor's functions should be suspected of any admixture with concern for concession hunting. A brief official statement, assuring the Cantonese that the Governor's errand north had no remotest connection with Kwangtung affairs, was what we hoped for and asked for.

Because it is not forthcoming is no reason for believing that such a denial could not honestly have been made. Not for an instant would we suggest that. We recognize that official aloofness from Press and Public—the contempt that considers public rumours beneath the notice of "sensible persons"—is as likely to account for the silence still maintained, a silence which, we truly and honestly believe, may have disastrous results. For the *China Mail* is not so much in the dark as it is, occasionally expedient to pretend.

We no longer ask for the simple disclaimer we advised on Friday. Our information from the hinterland compels us now to advise—very strongly and urgently to advise—disavowals and denials much more explicit.

We beg the Government to deny at once that the Governor went to Peking to get a lease of areas lying just beyond our New Territories, where valuable coal deposits are said to have been located, and extending as far as Whampoa.

We beg it to contradict the Chinese statement that in return for that lease the British Government has promised to help Peking against Canton, and (so cunning are these rumour-artists) that the much discussed Hongkong proclamation was devised to provoke the Cantonese to acts that could be used as a casus belli.

There are other inflammatory rumours current, but these are the worst two, and, however likely they may look in the eyes of "sensible persons," among a politically agitated people they are now fermenting. That is why, not only for our good name as a nation, but to avert unobtainable, we want them promptly exploded as lies.

It is not for us to teach high officials their business, and we are not presumptuous enough to suppose we could do it; but if we are to take the Hongkong proclamation that the Sun Wea government must "is no time"

Government's true belief, then we may without immediately claim to be better informed than they. It is not due for early death. Its position is much stronger than some people realize, and Peking's weaker. Sun Wea's count on the support of four provinces, and two next them, Kiangsu and Fukien, are so truly "neutral" that they act as effective buffers. Yunnan, sitting a way to the sea clear of French territory, has the best of reasons for devotion to Sun Hman, so often loyally, will be left alone by both sides, on account of its poverty. Kweichow is undoubtedly pro-Sun, though rather awkwardly placed for immediate action. Kiangsu will not fight for either south or north, but it would fight either who might invade it. As for Kwangsi, it has its internal divisions. Kwangsi, full of Cantonese merchants, and "seen" as being ousted as the capital by Nanning, will promptly declare for Sun as soon as he takes possession of Nanning. Canton is expecting early developments, and the confidence of the southern Government and its friends is plainly visible.

All this is very bad for Hongkong. We want peace next door, in our own interests. Above all, we need to be on friendly terms with our neighbours. We can get this without helping them as against Peking—which we have no right to do—by proving our strict neutrality, and disproving those stories which are at present angering them.

May we not reasonably ask the Government, which has already said the rumours were "idiotic," to add convincingly that they were false?

UPPER SILESIA.

The sprightly contributor to whom on Saturdays these columns are surrendered seemed to think the Silesian problem a bore. No doubt there are others who feel that way, but such pregnant crises are not so lightly to be dismissed. The outcome may matter supremely to us all. We should at least endeavour to understand what is going on.

First of all, it must not be forgotten that the people of Upper Silesia, to the chagrin of the French and the Poles, declared by plebiscite ("self determination") for affiliation with Germany. Our first reflection must therefore be that Lloyd George is in the right, and that those who are disappointed with the Silesian choice are wrong to dub him pro-German. Why consent to a plebiscite if its result, gratifying or otherwise, is not to be accepted?

The Poles, for so long a subject race, have not earned our admiration by their entire conduct since the success of the Allies restored them to nationhood. They were perhaps misled by the anti-Bolshevik panic in other countries, perhaps deliberately induced to be catspaws, but their attitude toward the Russian revolutionists was too bellicose, and undoubtedly helped to consolidate the Bolshevik State, at a time when left to itself it might soon have crumbled by internal dissensions.

Woodrow Wilson would, we presume, stand for the settlement as chosen by the plebiscite. The French, apparently, who had counted on a Polish majority, and desire to miss no chance of "rubbing it in" to the Germans, desire to disregard the plebiscite and hand over Upper Silesia, and all its urban German populations, to Poland. The Poles on their part want it.

Italy and Great Britain are for abiding by the result of the plebiscite. Disturbances in the area concerned have not, they declare, affected the principle, which was included in the Treaty of Versailles, and is as sacred and binding as that treaty.

The French fear that the resources of Upper Silesia, in German hands, would be used for a war of revenge, which, the more hysterical of their newspapers declare, the Germans are even now "meditating." Thus does fear breed hate, and hate unreasonable conduct.

An Italian paper, "Resto del Carlino," points out that in all the peace treaties minorities of the enemy nations are embedded in the territories taken by the Allies, and that it would be unfair to deny this fact when it is favourable to the Germans.

The "Gazette de Lausanne" is pro-French, but it points out that by getting this rich province the Germans will be no longer able to plead inability to pay reparations—a point we saw scored also in one of the French comic papers.

The Poles themselves were against any subdivision of Upper Silesia so long as they counted on winning the plebiscite, the result of which seems to have surprised them.

Economic necessities would be best served by a German-Polish entente, say the Socialists of various nations, including France, but it seems little use talking of that at present.

A Dutch paper declares that if the industrial district become Polish, industry goes to ruin, that if it goes to Germany, the Poles will be permanently embittered, and suggests a postponement of the decision, by Allied occupation and administration, with a British High Commissioner.

Lloyd George has made speeches reproving the extremist partisans of the French Press, and at latest, advises their tone has been considerably subdued. But the problem itself still awaits settlement. The Supreme Council, first pledging its constituents to abide by the decision, should ask the League of Nations to settle it, as a really big test of L.O.N. efficiency.

LOCAL AND GENERAL.

According to *China Trade*, an interesting use has been found for the castor oil plant which grows in Kiangsi. A juice is extracted from it which is then mixed with red dye and used for stamping documents.

A Chinese was yesterday removed to the Government Civil Hospital from a house in Praya East, suffering from opium poisoning, alleged to have been self-administered. She is now making favourable progress.

One fatal case of enteric fever and a non-fatal case of plague, both Chinese, were reported on Friday. One fatal case of smallpox, Chinese, and one non-fatal case of diphtheria, Portuguese, were reported on Saturday.

With a proposed capital of \$4,000,000, a merchant in Canton is reported to be planning to organize a steamship company to ply between Chinese ports and Japan, Hawaii, Cuba and Panama. The object of the proposed company is to capture a portion of the business that is now in the hands of foreigners.

The *Canton Times* has learnt from authentic sources that the Government has received from the British Consulate an official denial of the recent rumour that British gunboats were engaged in the transportation of munitions up the West River. This, the paper remarks, should serve to satisfy the Cantonese and put a stop to the spread of such incredible reports.

Mr. Edwin A. Snee of the firm of Messrs. Mortimer Reid and Snee died at Shanghai from an attack of heart failure. He was 43 years of age. Mr. Snee, who was a prominent figure in commercial circles, came to Shanghai from Bristol, England in 1909 and as a chartered accountant he took a position on his arrival with the China Mutual Insurance Company. In 1917 the partnership of the firm of Mortimer Reid and Snee was formed.

SPECIAL CABLES.

SHANGHAI REGATTA.

INTERNATIONAL EVENTS.

[China Mail Special.]

SHANGHAI, May 23.
Henley regatta was held in ideal weather. England won the international eight and America the international pairs and fours. Major McBain's private aeroplane circled the grounds, dropping letters.

SERIOUS AFFRAY.

SIX SAILORS STABBED.

FURTHER TROUBLE FEARED.

[China Mail Special.]

SHANGHAI, May 23.
In a serious affray in the Japanese colony of Shanghai six American sailors from the warship "Huron" were badly wounded with knives. One man is in a precarious condition. A recrudescence of the trouble is feared, the sailors threatening to come ashore with firearms.

BLED TO DEATH.

MAIN ARTERY CUT.

NORWEGIAN'S FATAL ACCIDENT.

[China Mail Special.]

SHANGHAI, May 23.
Mr. Alfred Robinson, a Norwegian while playing with a child brandishing a Japanese dagger cut a main artery in the thigh and died.

LOCAL AND GENERAL.

On April 14, declares a Vladivostok exchange, there were over 1,000 carloads, or 10,000 tons, of goods accumulated in the godowns along the wharves of Eggersfeld, but exportation is delayed as steamers are scarce. The bulk of the goods is grain, equalling about 750 carloads and some timber.

Recently representatives of large Shanghai firms arrived in Vladivostok to contract with local timber merchants and sawmill owners for supplies of lumber, reports a Vladivostok paper. It is expected that about 1,000,000 cubic feet of lumber is to be prepared during May and June.

Two hauls of opium aggregating total seizure of nearly a ton were made by the Shanghai authorities during last week end. One lot of the stuff was discovered by Customs officials Sunday morning when three bags containing 120 pounds of the contraband commodity were discovered secreted in one of the life boats of the steamer "Kwang-lee" which she arrived from Hongkong. The biggest lot—nearly 1,000 pounds—was brought to light by the inspectors when they went through trunks aboard a steamer supposed to be the personal property of certain Chinese military officials.

Inspector Appleton of No. 7, Police Station, West point this morning charged three Chinese before Magistrate Orme with (1) having threatened a man named Chan Hing in order to induce him to join the Shun Yee Salt-fish Dealers' Guild, (2) having assaulted the said Chan Hing on Saturday, and (3) having behaved in a disorderly manner. The third charge was entered as an alternative to the second. Mr. Leo T'Almadra, appeared for the defence and asked for a remand. The Magistrate adjourned the case until Thursday afternoon, fixing bail in the sum of \$500 each.

Commenting on the proposed institution of a Formosan Advisory Council as a "stride towards the goal of self-government," the *Japan Chronicle* says "Considering that the new Council will be strictly advisory, that two-thirds of its members will be officials and the remainder selected from among Japanese and native residents, this stride towards the goal is a first step which is not costing a very great deal. However, there is a recognition that 25 years of intensive official government in Formosa has not had the ideal result that had been hoped for and this recognition, is something to the advantage of the Formosans."

With one previous conviction against him, a time expired banisher, was on Saturday charged before Magistrate Lindsell with pocket picking on a crowded tram car on May 13. The complainant stated that defendant jostled him when the car stopped at Pedder Street, and made off with a bundle of notes but was speedily caught. Mr. Haywood for the defence, said that the defendant, a laundryman, had an unblemished character, and submitted that as there was only the word of one man against another he was entitled to a dismissal. The Magistrate convicted. When the defendant's record was read out, Mr. Haywood said that it was unwarranted if it were of the defendant's "good character." Sentence of three months' hard labour was passed.

GAP ROCK CABLE.

MENDED AND O.K. AGAIN.

After being out of action about six months, the Gap Rock cable was rejoined and made fit for use at \$30 this morning, by the cable steamer now in harbour.

The job was, as may be imagined, a hard one, and incidentally very interesting. The loose end was found by the grapnel, and found to pass under a Government cable later put down. The latter had to be raised to the surface, and the under cable put and rejoined, we understand.

SHOP HELD UP.

DARING YAU MATI AFFAIR.

ARMED ROBBERY ESCAPE.

An audacious robbery was committed about 10 p.m., yesterday, when a shopkeeper in Reclamation Street, Yau mati, and his folk were closing the shop for the night. Two men walked in and bought a packet of cigarettes, tendering a counterfeit ten-cent piece in payment. When this was refused, one man produced a revolver and the other a dagger, and drove the master and his folk into a rear cubicle where the master's wife was asleep. They removed two rings, valued at \$7, from the woman's fingers and forced her to open her boxes, from which they took a \$5 bill and \$3 in small coins. Leaving the inmates with their hands tied behind their backs, the intruders then made their escape.

HAINAN NEWS.

SEVERE ELECTRIC STORM.

BOLT STRIKES MISSION HOUSE.

Kiungchow, May 18, 1921.

The military governor of Hainan, General Teng Yun Eng, has been absent for over a month. No doubt he is in Canton arranging his affairs. A new appointee is daily expected but never turns up. At present there are constant rumours about General Li Fok Lung and his insurgents coming down to loot Hoihow. Two companies of troops were recently sent out to await his arrival and provide a warm reception. Part of a unit of troops belonging to General Teng's army recently crossed to the Lui Chow side and became turn-coats—that is, are now for Kwangsi. The rest of the unit, located in Hainan was forthwith disbanded.

The inaugural day of the new President (the one that resides in Canton) was observed by a holiday in all the schools of this vicinity. Respect was paid the new President in a great variety of patriotic speeches.

Not long ago our one and only port of Hoihow was visited by representatives of the Pacific Mail Steamship Company. Captain Owen was in the port nearly a week establishing business connections and finding cargo.

Captain Generaux brought the first of the company's steamer—the "Caddopeak"—into port. They expect to take coolies to Bangkok on the run south and livestock to Hongkong on the return trip.

Mr. J. V. Shannon, principal of the American Presbyterian Mission High School, and family made a hurried trip to Hongkong per S.S. "Haiman" on April 28. The trip was necessitated because of health reasons. Mr. Shannon returned a week later.

Messrs. Stokley and Reid, representatives of Parke Davis and Company and Lever Bros. Soap Company, respectively, spent several days last week in Hoihow.

This vicinity was visited by a severe electric storm on Tuesday, May 10. A bolt struck a mission house, the home of Misses Skinner, Chapin and Taylor. Two of the ladies were in the house at the time, and two foreign visitors, as well as over a dozen school children, mostly small girls. The bolt came down the chimney and then followed some electric light wires. One small school girl was killed instantly and ten small children received severe shock. All these were in one room. The little girl who was killed stood near an electric light switch. The ladies both had close escapes.

The old racing pony, Cardington, is in the hands of the veterinary surgeon as the result of an accident in Great Western Road extension, Shanghai, last Monday afternoon. The approach of a motor car caused the pony to become restive at the narrow part of the road where repairs are in progress, and it backed into the car and was rather badly injured.

NEW LEGISLATION.

BILLS TO BE INTRODUCED.

It is announced in the *Government Gazette* that two new Bills will shortly be introduced in the Legislative Council.

CROWN LANDS.
The first is an Ordinance to amend the Crown Lands Resumption Ordinance, 1900.

The Object and Reasons state:—This Bill contains the three following main provisions:—

(a) The customary 10 per cent allowance for compulsory acquisition is to be abolished.

(b) The compensation is to be based on the amount which the property would fetch in the open market if sold by a willing seller.

(c) No compensation is to be given in respect of any use of the land which is not in accordance with the terms of the crown lease under which the land is held.

Paragraph (c) of clause 2 is intended to present claims being made on public moneys in respect of uses of the land which are not in accordance with the terms of the Crown lease. Such claims are sometimes made, and they are generally supported by the production of permits to use the land in that particular way. Though such permits are intended to be only temporary they are often renewed from year to year for long periods, and the argument is that the Crown must be taken to have waived the breach of the Crown lease. It has also been argued that the expectation of the continued renewal of such permits must be taken into account in fixing the compensation.

Clause 3 of the Bill is intended to save existing arbitration from coming under the stricter provisions of clause 2 of the Bill.

Clause 4 and 5 are intended to get over a difficulty which sometimes occurs in the New Territories when owners, or co-owners, are absent from the Colony or cannot be found.

BILLS OF EXCHANGE.
The other is an ordinance to amend further the Bills of Exchange Ordinance, 1885.

The Object and Reasons state:—Paragraph (4) section 73 of the Bills of Exchange Ordinance, 1885, provides that where a Bill is drawn out of but payable in the Colony, and the sum payable is not expressed in the currency of this Colony, the amount, shall, in the absence of some express stipulation, be calculated according to the rate of exchange for sight drafts at the place of payment on the day that the bill is payable. It is not in accordance with the banking practice in this Colony. According to that practice the amount in Hongkong currency is calculated according to the rate of exchange on the actual date of payment. This seems reasonable, as exchange might vary considerably between the day when the Bill was payable and the day when it was actually paid. It is not possible to meet this difficulty by fixing exchange on the day when the Bill is payable, because the Bill might be paid elsewhere, e.g., in the United Kingdom, when no question of exchange would arise, or it might not be paid at all. The Bill is intended to amend the Ordinance so as to agree with the local banking practice.

WHY DO WE CALL FOR "THREE CHEERS AND A TIGER?"

The connection between the word "tiger," as applied to the loud yell at the end of the conventional "three cheers," and the name of the animal itself, is not apparent until we dig back into the history of the custom and find that it originated in Massachusetts during the early part of the last century.

In 1822, the Boston Light Infantry, under Captain MacKintosh, visited Salem, Mass., and was encamped in Washington Square. During their stay, the men indulged in various kinds of sports, and on one occasion a spectator chanced to call out to one of the soldiers who was particularly rough, "You're a tiger!" The smile appealed to the men, became a catchword in the regiment, and some months later, the "tiger growl" was adopted as the official cry of the organization.

In 1826 the Light Infantry visited New York, and while there, gave the "tiger growl" at one of the public festivities in which it took part. The peculiar form of yell pleased the fancy of those who were watching the drill, and it was not long before it was adopted by the schools throughout the city, and the expression "Three cheers and a tiger" came into general use, though in later years it grew to mean any additional or more emphatic cheer.

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Excursion Empire Day 23rd May. S.S. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao at 5 p.m.

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PEKING MARU Sailing Wednesday, 1st June.

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ALABAMA MARU Sailing Thursday, 16th June.

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NEW ORLEANS Via SUEZ Sailing Wednesday, 25th May.

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Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SWATOW & BANGKOK	CHENGTU	May 24, at 10 a.m.	
SHANGHAI & PUHOU	SINKIANG	May 24, at Noon.	
WZIHAIWEI, CHEFOO, NEWCHOWANG & HUICHOW	May 25, at 4 p.m.		
TIENSIN			
SHANGHAI AND TIENTSIN	YONGKOW	May 26, at Noon.	
SHANGHAI AND PUHOU	SHANTUNG	May 31, at 4 p.m.	
SHANGHAI	SUNING	June 2, at Noon.	
SHANGHAI AND TIENTSIN	SUNING	June 2, at 4 p.m.	
HOIHOW, PANKHAI & HAIPHONG	KAIPOW	June 5, at 9 a.m.	

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Empress of Asia July 21 Aug. 5

Empress of Russia Aug. 18 Sept. 1

Empress of Japan Sept. 29 Oct. 11

Empress of Asia Sept. 15 Oct. 3

Empress of Russia Oct. 13 Oct. 31

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HAIRLOONG Capt. W. Cooper TUESDAY, 24th May, at 11 a.m.

HAIRLOONG Capt. W. C. Farnsworth FRIDAY, 27th May, at Noon.

HAIRLOONG Capt. A. H. Stewart TUESDAY, 31st May, at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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Hongkong, April 1, 1916.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

CROWN PRINCE OF JAPAN.

LONDON, May 21st.

Before departing from Edinburgh, Prince Hirohito presented the Lord Provost £100 for the city's poor, and expressed appreciation of the cordial reception. A royal salute was fired as the train steamed out.

RIOTS IN EGYPT.

CAIRO, May 21st.

Further extensive rioting occurred today, following the funeral of a rioter killed in the disturbances. Crowds persistently attacked the police. After three hours the Egyptian Cavalry was called out.

It is believed that 3 rioters were killed and 11 wounded. In spite of the restraint of the police, considerable damage was done. A number of Europeans were stoned, including Reuter's correspondent, who narrowly escaped injury.

ALEXANDRIA, May 21st.

There have been demonstrations throughout the day in favour of Zaghloul Pasha. Rioting occurred, during which British military and policemen tried to restore order. One rioter was killed. Curfew was enforced at 10 o'clock at night.

ALEXANDRIA, May 21st.

In yesterday's rioting, 7 were killed and 30 injured.

JAVA TRAMWAYS COMBINE.

AMSTERDAM, May 21st.

Negotiations are proceeding to create a combine of Java tramways, with a capital of ninety million guilders, if possible with the co-operation of British capital.

POPE'S GIFT TO IRELAND.

LONDON, May 22nd.

His Holiness the Pope has sent the Irish White Cross Society, through Cardinal Logue, £2,750 to relieve distress in Ireland.

In the covering letter, which was read in all the Roman Catholic churches in Ireland, today, the Pope appeals to both sides in Ireland to cease strife, and urges that the issue between them be referred to a body selected by the whole Irish nation, and that no interference published in its findings, the more influential men among both the parties should meet, with a view of settling the question in a sincere spirit of peace and reconciliation.

STEWARDS' STRIKE.

NEW YORK, May 21st.

Strikers besieged the docks when the Academica was being docked on May 14th, abusing the volunteer stewards. Stones were thrown at the police, who fired in the air, dispersing the demonstrators. The passengers landed undisturbed.

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SHIPPING.

MARINE TRANSPORT.

SIR MARCUS SAMUEL'S PROPHECY.

Interviewed by the Times, Sir Marcus Samuel dealing with the significance of the internal combustion engine to ships said it was nine years ago that he foresaw and predicted the employment and the success of vessels to be propelled by internal combustion engines. At that time no British firm had built one of these ships, though the Dutch branch of the Shell Company had built the "Volcanus," the pioneer of the Dutch motorship. In April, 1912, in an article in "Fairplay" on oil fuel and internal combustion engines he foretold the future of this method of transport, and wrote that "it would be rank folly for those engaged in the trade where oil is plentiful to build steamers." In November, 1913, at the launch of the "Arum," he referred in his speech to the opening of the Panama Canal, which he said meant the opening up of large tracts of virgin land and an immense increase in the production of cereals, which within the next three years would be coming into this country. (The literal fulfilment of the prediction was only prevented by the war.) The cost of shipment, he pointed out, would be enormously reduced—by 30 per cent at least—by the employment of the internal combustion engine boat. The opening of the Canal would make the vast supplies of oil in California ton for ton cheaper than coal.

PROVED EFFICIENCY.

The "Arum" referred to above was one of three motorships belonging to the Flower Motorship Company. Sir Marcus Samuel, finding that all the foreign builders were getting ahead, founded this company about 1912 for the purpose of encouraging the building of internal combustion engines in Great Britain. Two ships, the "Arum" and the "Arabia," were built by Swan and Hunter with engines constructed by Wigham Richardson and Company, an affiliated firm. A third ship, the "Abelia," was built by Armstrong, Whitworth, and Company, the engines being designed and built by the Walpole Slipway Company from the plans of their manager, Mr. Andrew Laing. All three ships were torpedoed by the Germans, the "Abelia" on her second voyage, but they survived long enough to prove that all difficulties had been overcome. There did not seem the most remote chance of replacing them for years to come owing to the war, and the incidence of "E. P. D." very largely caused the directors to decide to wind up the company and return the capital to the shareholders; but the Government having requisitioned the ships, the directors went to arbitration as to the price to be paid for them, claiming that they were so much more efficient than steamers, and that they were entitled to a higher rate of pay. The arbitrators, by their award, justified this claim, and the owners received 12s. 6d. per ton per month charter money, as against 10s. paid for steamers.

MOTORSHIP ADVANTAGES.
Describing the existing advantages of the motorship over the steamship,

Sir Marcus Samuel said: "The advent of the internal combustion engine enables vessels equipped with them to take an enormously larger cargo than steamships, and as sure as the motor was improved so will these engines be improved. The cost of grain transport from abroad to this country will be very much reduced. The new type of ship carries no stokers, has no boilers, or spaces occupied by them and her cargo-carrying capacity is increased. I think it is no exaggeration to say, by at least 20 per cent both in weight and measurement. The effect of this reduction in the cost of grain cannot fail to be shown in the lower cost of food, but it will also naturally react very seriously on the prices obtained for home-produced grain. Finally, the development of the internal combustion engine introduces an entirely new factor into the question of the disposal of the German ships. If I am right these crafts are already obsolete. There might be a possibility of their being converted into vessels with internal combustion engines, but obviously the value of the hulls as such is much less than if they were fitted with modern machinery and capable of competing with the motor ships."

CROSSING THE TAKU BAR.

In H. M. Supreme Court, at Shanghai, his Honour Judge Skinner Turner has given judgment in the action brought by the owners of a Chinese steamer, the "Cheng Lee," against the owners of the "Nancy Moller" for damages sustained in a collision between the two vessels off the Taku Bar on the night of March 16, 1920. His Lordship was accompanied on the bench by Captain Hartford, R.N., sitting as Nautical Assessor.

The concluding paragraph of the lengthy judgment reads: "From whatever point of view I see the matter I can come to but one conclusion, and that is that the collision was due to the negligence of the 'Nancy Moller' alone; and she is responsible. There must be judgment for the plaintiff with costs, and if the parties cannot agree, the usual reference to a Registrar and one merchant to assess the damages."

SHANGHAI SHIPPING RETURNS.

Shanghai Shipping returns for the first three months of the year, compiled by the British Chamber of Commerce from the Customs daily returns, show the following percentage of total tonnage:

British	38.31
Japanese	29.35
Chinese	17.53
American	8.68
French	2.49

The remaining 3.64 per cent was distributed among Holland, Norway, Denmark, Russia, Italy, and Czechoslovakia.

The total tonnage entering and leaving Shanghai during the quarter was:

Entered 2,810,157 tons.
Cleared 2,821,051 "

Total 5,631,208 tons.

LOCAL NOTES.

Captain Lefevre of the steamship "Jin Ho," reported on her arrival at Penang that he had picked up two

men from junk No. 901, which had capsized about 20 miles to the north of Penang. The junk which was laden with rice ran from Kuala Muda for Penang, and two days ago she ran into a squall and capsized. The two men who were found clinging to the junk stated that a third man swam away. Nothing further has been heard of him. The junk, which had come from Pungab, was abandoned.

Two Blue Funnel liners have arrived at Kobsichang, says the Bangkok Times. They are the "Hyson" discharging rails and case oil from New York and the "Memmo" to lead rice for Europe. The German liner "Klotz" has arrived to load part cargo rice for Europe. There is still seven large steamers in the outer anchorage, and the lighter tonnage of the port available is kept extremely busy at present. Several steamers regularly trading between here and Singapore have been engaged in lightening cargo to Kobsichang.

A very humane action on the part of a ship's captain has just come to light. Last Friday week at ten o'clock in the morning the Pacific Mail Boat, the s.s. "Lake Faulk," left Singapore for San Francisco and when she had been about four hours on her journey a Chinese stoker was badly injured through an ash bucket falling on his head. A wireless message reached Singapore shortly after two and when the ship put back into port a well known local doctor proceeded by launch and boarded the ship outside the harbour limits. The injured man was afterwards conveyed to the General Hospital, and the ship resumed her voyage, after five o'clock in the evening. Considering the cost of fuel used in returning to Singapore and the speed at which the ship came back to port one must say a few words in praise of the ship's captain and officers for their kindly action.

GENERAL NOTES.

It is reported that the Aberdeen Line steamer "Attila" has been sold to the Royal Mail Steam Packet Company.

Receipts of the Ministry of Shipping for 1919-20 amounted to £215,253,015, and the gross expenditure was £104,856,384, leaving a net balance to be handed over to the Treasury of £111,396,631.

Two ex-German sailers, the "Paul" and the "Weser," have failed to find buyers at the auction just held at Dunkirk under the auspices of the French Government. The four-masted "Fols," which was withdrawn from the sales is a magnificent vessel, and, it is said, is to be used as a training ship for the Navy.

Engineering and shipbuilding employers are no longer obliged to give their workers seven days' notice of the termination of their employment, or, alternatively, a weeks' pay in lieu of notice. An order just issued under the Ministries of Munitions and Shipping (Cessation) Act places them at liberty to revert to pre-war practice in the matter.

The South African liner "Arundel Castle," built by Harland and Wolff for the Union Castle Line, has left Belfast for Southampton after trials. This is the largest and most luxurious liner yet built for the Cape route, being 19,000 tons gross, 650 ft. long, and has accommodation for 1,063 passengers. She has a speed of 17 knots. Geared turbine engines are installed, and her trials were very successful.

It is understood that a Los Angeles, Cal., syndicate has requested the United States Shipping Board to assign to it for operation to Honolulu and Japan the last two 535-foot passenger liners now under construction in American yards for the Emergency Fleet Corporation. If the two vessels are secured the syndicate proposes to build a chain of tourist hotels in the Hawaiian Islands, the Philippines and in Japan, assuring the passengers of first class accommodations in the Orient. Those who are behind the scheme declare that such a system would do much to popularize tours to Hawaii, the Philippines, Japan and China. They point out that the Pacific would make a striking appeal to the voyager provided adequate hotel facilities, with American cuisine, might be available at the various ports of call. The ships would be devoted to this route and would be run by the owners of the hotels.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

ARE WE A CS NATION?

ENGLAND'S TURN OUT.

1,500,000 sick list.
1,500,000 persons are constantly on the sick list.

Over 13,000,000 weeks' work are lost.

3,000 mothers die in childbirth.
60,000 infants are lost.

These facts in each year's health statistics for England and Wales were stated by Sir Kingsley Wood, M.P., of the Health Ministry, in addressing a Westminster conference of insurance organisations and social workers on the subject "Are we a CS nation?"

There were some favourable facts in the situation, he said: The trend of the death-rate is steadily downward in ages.

A matter of economic value was that this improvement had recently extended to the middle years of life.

During the last 20 years there has been a remarkable fall in infantile mortality rates. In 1920 there was a sensational drop from 88 per 1,000 births to 80, and in London it was as low as 75.

In 46 weeks from June 1918 to May 1919, said Sir Kingsley Wood, there were over 150,000 deaths in England and Wales attributable to influenza.

FOR A LAME BACK.

When you have pains or lameness in the back, Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this balm and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

SUPERSTITIONS.

FOWLS AND SNAKE BITES.

In many parts of the country the flesh of a fowl is regarded as a sure cure for snake-bite; in fact the same superstition is rather general. There are sections also where the same "folk-medicine" is recommended for rheumatism, shingles, scarlet fever and diphtheria.

There are several variations of the superstition. In some sections it is insisted that the application made should be of the raw and bleeding flesh of a fowl which has been stunned but is still alive, while in others it is sufficient that the fowl be newly killed. This superstition should read, "a cock," instead of "a fowl," and there are places where they still say that a cock should be used in case of a man and a hen in case a woman is to be cured.

The origin of the superstition is easily seen in the relation which the cock bore in Greek mythology to Asclepius, the god of medicine and the son of Apollo, the sun-god. The cock's connection with the sun, whose first beams he haunts with his crowing, made him a particularly acceptable and appropriate offering to Apollo's son.

"Sacrifice a cock to Asclepius" were the last words of Socrates. Though the ages have broadened the superstition a little so that we no longer are particular as to the sex of the fowl sacrificed, yet when we attempt to cure disease or snake-bite by the application of the flesh of a newly killed fowl we are, in effect, sacrificing a cock to Asclepius in the hope that the old Greek god will accept the sacrifice and give relief.

DAIRY FARM NEWS.

JUST RECEIVED

consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets,
Haddocks,
Kippers.

THE DAIRY FARM ICE & COLD STORAGE Co., Ltd.

ONCE BITTEN.

HUSBAND DISAPPEARS.

WIFE TAKES A CHANCE.

A woman asking his consent to her marrying again, Mr. Green, the magistrate at Tottenham Police Court, asked where her first husband was. Was he dead?

"I don't know," replied the woman who added that she was married in 1913. On her wedding day her husband seemed somewhat pre-occupied and absent-minded, and in the afternoon he said to her, "I am going to fetch a friend to our wedding party. I shall not be long." She had not heard anything of him since.

Mr. Green: And now another wishes to make you his wife?

The Woman (shyly): Yes, and I so wish him to be my husband.

Mr. Green said she could not marry again and the woman looked very disappointed.

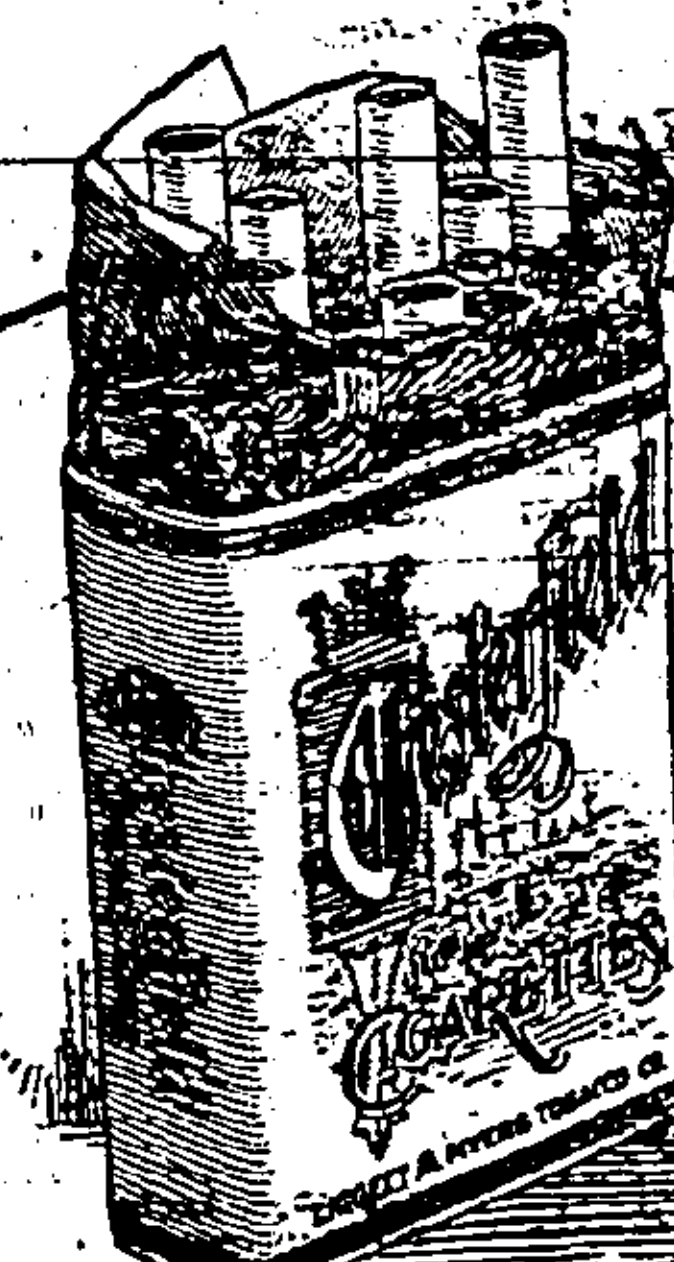
Mr. Green: Nothing venture, nothing gain. If you like to take the risk—You may be prosecuted for bigamy and then your defence would be that you had not seen your husband for 8 years. But, well, I must not say too much.

The Woman: It is quite perfect.

Mr. Green: As near perfection as matters—

The Woman: I'll take the risk.

She left the court happy.



Different

You know what you've always wanted a cigarette to do. Chesterfields do it. They not only please your taste (other cigarettes do that) but they do more. They give to your smoking an enjoyment so complete so full so entirely different that there's only one way to describe it—

They Satisfy

~and the blend can't be copied!

20 for 20 cents

in air-tight packages. Also obtainable in round tins of 50, recommended.

LIGGETT & MYERS TOBACCO CO.

VALSPAR BRONZE BOTTOM PAINT

A PERFECT ANTI-FOULING COMPOUND.

SOLE AGENTS:-

HOLLAND PACIFIC TRADING COMPANY, LTD. HONGKONG.

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THE PARIS-PYRENEES-PARIS TRIAL. One of the most arduous of motorcycle trials. Course over 1250 miles of none the least of roads. Most of the travelling was through treacherous country roads. Rivers were crossed by means of bridges and stilt-gradings. ROUTE. Start was made from Paris on the 20th ult. and via various French towns and villages to Pau, situated in the Pyrenean Mountains. From Pau to Toulouse, by the mountainous passes of the Pyrenees, and to Bordeaux by the Atlantic coast. From Bordeaux back to Paris.

MR. MOTORCYCLIST.

WHAT DO YOU THINK OF A TEAM OF MOTORCYCLES THAT CAN ENTER AND WIN FIRST AND SECOND PLACES AND OTHER THINGS IN SUCH A TRIAL?

COPY OF CABLEGRAM RECEIVED.

FROM HONGKONG. PARIS-PYRENEES-PARIS 1250 MILES MOTORCYCLE TRIAL. B.S.A. TEAM WON FIRST AND SECOND PLACES IN 40 H.C. CLASS. FIRST IN 1000 C.C. CLASS. TEAM PRIZES. PYRENEES C.C.P. AND BORDEAUX MOTORCYCLE CLUBS C.P. STORM MODELS USED. B.S.A. CYCLES LTD. IS THIS NOT PROOF OF THE RELIABILITY, ENDURANCE AND POWER OF B.S.A. MOTORCYCLES? WOULD YOU LIKE TO OWN A B.S.A. CATALOGUES AND FULL PARTICULARS WILL BE SENT GRATIS ON REQUEST.

B.S.A. MOTORCYCLES ARE THE LOWEST PRICED HIGH GRADE PRINCE MOTORCYCLES.

WE OFFER FOR IMMEDIATE DELIVERY C.P.F. HONGKONG:

B.S.A. 410 cc. Model "H" AR-Chain Enclosed. 1250 cc. Model "H" AR-Chain Enclosed. \$950.00

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INTERPORT CRICKET.

THE SHANGHAI TEAM.

Mr. L. S. Greenhill, Hon. Secretary of the Hongkong Cricket Club states that the following is the telegraphed list of the selected Shanghai Cricket Team—

E. I. M. Barrett, O'Hara, H. W. Allison, S. J. Deeks H. B. Ollerdesen, W. N. Hansell, H. E. Muriel, D. W. Leach, F. L. Wainwright, Quayle, and Bhora. Reserves—Hayward and Billings.

MARINE MISDOINGS.

Lai Shing, a street coolie from Chin Chow was sent to jail for six weeks by the Marine Magistrate (Lieutenant Conway Hake R.N.R.) at the Marine Court to-day for being unlawfully on board the s.s. "Tanda" without the master's permission. The defendant explained that he went on board to look for employment as a baggage coolie. For being unlawfully on board the s.s. "Hwah Ping" before permission had been given by the police Pang Kan Ching against whom previous convictions had been recorded was fined \$25, in default one month's jail.

"MOI TSAL"

A STRAITS VIEW.

The Chinese in the Straits have no doubt followed the questions and answers in the House of Commons on Hongkong "chik" slavery and "Mutsai" or "Moi Tsai" with keen interest says the *Ping Pong Gazette*. In reply to the latest question, the Under Secretary for the Colonies promised to enquire of the Governor of Hongkong what the actual position is. Opinions appear to differ in China and here with regard to the practice of the "Moi Tsai" the Cantonese term. A writer in the *North China Daily News* recently defended it, on the ground that it is full of "potentialities for good, which are probably not over-balanced by the possibilities of bad." Despite the statement in the House of Commons that it is declared illegal in China, it has been pointed out that the practice seems to be general throughout that country. The *China Mail* mentions the literal meaning of the term, and remarks that every normal man fancies himself as a psychologist, and he would say to himself that if the Chinese themselves think of these girls as "little sisters," there cannot be much "slavery" about it. On the other hand, it is clear to us that it all depends upon the kind of the people these "little sisters," pitiable figures or fairly contented, have the good or ill-luck to serve, and in any event, the system is open to abuse, and no doubt is abused by many, if not the majority. Reports of cruelty to "slave girls" have been far from uncommon in China, and to particularise in Shanghai and Hongkong, refugees have been instituted in both ports, to which victims of brutality and tyranny can go. With reference to the remark that "Moi Tsai" is illegal in China, while it has been "condemned" and "prohibited" the Central Government is powerless actually to prohibit it apparently. At a recent meeting of the Legislative Council of Hongkong, the Government informed an unofficial that a column would be added in the Census schedule in order to obtain the information necessary.

The Victoria Recreation Club bath is open to Ladies of the Colony on Mondays from 10 a.m. to 12 noon, and 2 to 4 p.m.; Wednesdays 9 a.m. to 8 a.m., and 2 to 4 p.m.; Fridays from 10 a.m. to 12 noon, and 2 to 4 p.m. Bank and public holidays are excepted. The V.R.C. are holding a first night fete on June 8.

From the topmost deck of all, the Sun Deck, one may take sun baths in the day time, and have an unobstructed view of the heavens at night. This deck being higher than the "Bridge" passengers have an unexcelled view of the scenery as the steamer enters or leaves harbour.

The accommodations for Second Class passengers will be found on the main and upper decks, abait those of the first class. In this class there is accommodation for 102 passengers berthed in twenty-eight cabins. The Dining Saloon, Smoking Room, and Ladies' Lounge, on the upper deck, are quite the equal of the public rooms for first class passengers on intermediate steamers. A comfortable promenade deck is given these passengers.

The Special Third Class accommodation is situated on the main deck forward of the first class. In this class are twenty-nine cabins berthing 120 passengers. A dining room and promenade space are provided for this class on the upper deck reached by a companion way.

Other features of this steamer are: barber shops in both the first and second class rooms; service telephones in a number of cabins; thermos tank heating ventilating system; ozone generator; laundry; emergency dynamo; three hospitals; electrically driven auxiliary machinery; and an anti-rolling tank reducing side motion to a minimum.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)
 "AGAPENOR" 23rd May London, Amsterdam & Hamburg
 "MACHAON" 13th June London, Rotterdam & Hamburg
 "ANCHISES" 21st June London, Amsterdam & Antwerp
 "LAOMEDON" 11th July London, Rotterdam & Hamburg
 "MENTOR" 19th July London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "HECTOR" 1st June Liverpool & Glasgow
 "EURYADES" 9th June Genoa, Marseilles, Havre & Liverpool
 "CANPA" 17th June Marseilles, Havre & Liverpool
 "EURYDAMAS" 10th July Genoa & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
 "TEUCER" 25th May Victoria, Seattle and
 "TALHYRUS" 15th June Vancouver
 "TYNDAROS" 5th July

NEW YORK SERVICE

(via Suez or Panama) via Panama
 "ST. COMPANION" 1st June

HOMEWARD PASSENGER SERVICE

"ANCHISES" 21st June for London
 "MENTOR" 19th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE,

AGENTS.

POST OFFICE NOTICES.

PUBLIC HOLIDAY.

The General Office will be open on Tuesday, the 24th instant from 8 a.m. to 5 p.m. only.
 There will be one delivery of Ordinary and Registered Correspondence and one collection of letters from the Pillar Boxes.
 The Money Order Office will be entirely closed.
 The District Post Office will be open from 8 a.m. to 5 p.m. and from 5 p.m. to 6 p.m. with the exception of Kowloon Office, which will be open from 8 a.m. to 9 a.m. only and Shuang Wai Office which will be open from 8 a.m. to 9 a.m. and from 3.30 p.m. to 5 p.m.
 There will be one delivery from District Offices at noon.
 Telegraphic Communication with Cap Rock Lighthouse is restored.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Monday, May 23	Tuesday, May 24	Wednesday, May 25	Thursday, May 26
Malta	Taipei Maru			
Saigon	Methren			
Japan	Tajima Maru			
Stages	Kaga Maru			
Japan	Nagata Maru			
Calcutta and Straits	Motomura Maru			
Japan and Shanghai	Iyo Maru			
Japan and Manila	Fushimi Maru			
Shanghai	Tientsin			

OUTWARD MAILS.

For	Monday, May 23	Tuesday, May 24	Wednesday, May 25	Thursday, May 26	Friday, May 27
Japan	Heinan Maru 4 p.m.				
Samsui and Wuchow	Kochow 4.30 p.m.				
Philippine Islands	Wiyehville 5 p.m.				
Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Dharwad, Egypt & EUROPE via SUEZ. Registration 5 p.m.					
Pakhoi and Haiphong	Agapenor 5 p.m.				
Shanghai and North China	Glencyle 5 p.m.				
Shanghai and North China	Kwongsang 5 p.m.				
Straits, Bangkok, Calcutta and ADEN	Japan 5 p.m.				
Bangkok	Prometheus 5 p.m.				
Shanghai, North China and Japan	Alpore 5 p.m.				
Hobow	Kan Ying Fat 5 p.m.				
Hobow and Bangkok					
Amoy, Shanghai, North China and Japan	Leen Samud 5 a.m.				
Swatow and Bangkok	Chungang 5 a.m.				
Shanghai and North China	Sinking 5 a.m.				
Swatow and Bangkok	Chengtu 5 a.m.				
Swatow, Amoy and Foochow	Hailong 10 a.m.				
Hobow and Haiphong	Takung 5 a.m.				
Straits and Bangkok	Wingshing 10 a.m.				
Shanghai, North China, Japan, Canada, United States, Central & South America & EUROPE via VAN COUVER. Registration 9.15 a.m.					
Shanghai, North China, Japan, Canada, United States, Central & South America & EUROPE via VICTORIA, B.C. Registration 9.45 p.m.					
Letters 10.30 a.m.					
Weihow, Chafco and Tientsin	Africa Maru 3 p.m.				
Shanghai, North China, Japan, Canada, United States, Central & South America & EUROPE via VICTORIA, B.C. Registration 1.45 p.m.					
Letters 2.30 p.m.					
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